

The Hongkong Telegraph.

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THURSDAY, DECEMBER 12, 1907.

四周年

第二十ニ年英語

\$5.00 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK,
LIMITED.

CAPITAL PAID UP.....Ver 14,000,000

RESERVE FUNDS.....n 15,550,000

Branches and Agencies.

TOKIO. CHIEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOVANG.
HONOLULU. MUKDEN.
HOMHAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months.....5% p.a.

" 6 "4%

" 3 "3%

TAKEO TAKAMICHI,
Manager.

Hongkong, 31 October, 1907. [17]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP.....GOLD \$1,250,000
ABOUT MEX \$6,000,000
RESERVE FUND.....GOLD \$1,250,000
=ABOUT MEX \$5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 " "

3 " 3 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Stg. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Galicia Hamburg Hankow
Kobe Peking Singapore Tientsin
Tianfu Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Staatsbank (Preussische
Staatsbank) Direction der Disconto-Gesellschaft

Deutsche Bank S. Bleichroeder Berlin

Berliner Handels-Gesellschaft Bank fuer Handel und Industrie

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [24]

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ,
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L3,750,000).

RESERVE FUND Fl. 5,378,375
(about £148,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Paleongan, Paseroean, Tjilatjap,
Padang, Medan (Del), Palembang, Kota
Raja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madas, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, etc.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Account at the rate of 2% per

annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" " 6 " 3%

" " 3 " 2%

J. BOETIE,
Manager.

16, Des Voeux Road Central. [19]

Banks.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RUSHFUND—

Sterling £1,000,000 at 2/- = £10,000,000

Silver \$1,750,000

= \$1,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COUNT OF DIRECTORS: G. H. Medhurst, Esq., Chairman.

Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellin, Esq.

E. Goetz, Esq. R. Shaw, Esq.

A. Haupt, Esq. H. A. W. Stade, Esq.

C. R. Lemmings, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER: J. R. M. SMITH.

MANAGER: Shanghai—H. E. K. Hunter.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2% per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 12 months, 5% per cent. per Annum.

" 6 " 4%

" 3 " 3%

TAKEO TAKAMICHI,
Manager.

Hongkong, 17th August, 1907. [21]

INTERNATIONAL BANKING
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FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

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ABOUT MEX \$6,000,000

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Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig

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DEPOSITS received on terms which may be

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Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [24]

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ,
(Netherlands Trading Society.)

Shipping Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,565 tons	Captain H. D. Jones.
" " "POWAN"	2,565 "	H. I. Black.
" " "FATSHAN"	2,565 "	C. V. Lloyd.
" " "KINSHAN"	1,995 "	B. Brauch.
" " "HEUNGSAN"	1,995 "	R. D. Thomas.

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily, at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Sunday excepted).

On Saturday..... 2 day steamers leaving Hongkong at 8 and 9 A.M.

On Sunday and Tuesday, 2 night " " 11 P.M.

On Monday..... " " 10 and 11 P.M.

On Wednesday..... " " 10 P.M.

On Thursday..... " " 10 P.M.

On Friday..... " " 10 P.M.

Departures from CANTON to Hongkong daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted).

S.S. "KINSHAN" will use the Wharf near the Central Market; other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.

CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN"..... 1,611 tons..... Captain W. A. Valentine.

" " "SUL-TAI"..... 1,611 "..... G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. & MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"..... 1,88 tons..... Captain S. Bell Smith.

" " "NANNING"..... 69 "..... Mackinon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.**HONGKONG-WUCHOW LINE.**

THE Steamers "LINTAN" and "SAN-U" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.**PURE CREAM BEER.**

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETT & CO.

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETT & CO., Agents.

Hongkong, 5th April, 1907.

Hotel.

**KOWLOON HOTEL,
HONGKONG.****NEEDS NO ADVERTISING.**World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.Telegraphic Address:
"CHEF" HONGKONG.
Telephone No. K-4.Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.O. E. OWEN,
Proprietor.**Entertainment.****THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 58 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Sonett, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.**NORDDEUTSCHER LLOYD,**

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	{"BORNEO"..... Capt. F. Sembill.....}	TUESDAY, 9 A.M., 17th Dec., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	{"PRINZ REGENT LUFTPOL"..... Capt. H. Kirchner.....}	WEONESDAY, Noon, 18th Dec., 1907.
SHANGHAI, NAGASAKI, HIJOGO and YOKOHAMA	{"PRINZ EITEL FRIEDRICH"..... Capt. E. Malchow.....}	Aboit WEDNESDAY, 18th Dec., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	{"MANILA"..... Capt. Missen.....}	THURSDAY, 5 P.M., 2nd Jan., 1907.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL	{"SACHSEN"..... Capt. Woltemas.....}	About WEDNESDAY, 25th Dec., 1907.
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For further Particulars, apply to

**NORDDEUTSCHER LLOYD
MELCHERS & CO.,**

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th December, 1907.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS	JAVA	Second half Dec.	JAVA PORTS	First half Jao.
TJIMAHI	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.Telephone No. 375.
YORK BUILDINGS, 1st floor.
Hongkong, 10th December, 1907.**Dentistry.****TSIN-TING.**

LATEST METHODS OF DENTISTRY.	DR. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY
STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEES. Consultation Free.	35, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. (Dr. H. H. Chaun, 1904.)

CHINA'S NEED OF EDUCATION.

What grand opportunities China holds out for her foreign-educated youth! In every field of human endeavour there is room for all.

There is no crowding in the universities. There are twenty-two provinces, with Mongolia and Tibet, larger in extent of territory than the whole of Europe or the United States, to be covered with a network of steel. Thousands of engineers are needed to build all the railroads required to meet the present demands.

The rapid introduction of foreign machinery for the internal improvement and development of the country creates an unlimited demand for mechanical, mining and electrical engineers.

The mining resources of China have hardly been touched. The various industries

are being constantly reorganized on a modern basis. China also needs teachers. The old system of education has been found wanting, and a new system has been instituted.

The results, I must say, have not been altogether satisfactory, for the men who are competent to carry out educational reforms in China are very few in number.

China has suffered from nothing so much during the last fifty years as from want of men well equipped to conduct the foreign relations of a great country.

To be respected by other nations she must be represented in her relations with them by men who can command respect at home and abroad. Hence the diplomatic and consular service is an inviting field for young men with a foreign education.

Chinese Charge d'Affaires at Washington in Leslie's Weekly.

For Sale.**O. C. MOOSA,**

1 & 3, D'AGUILAR STREET.

Intimation.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS**Powell's
Bazaar****ANIMALS****POWELL'S****BAZAAR****DOLLS**

50 CENTS TO \$1.50 EACH.

**POWELL'S
BAZAAR****GAMES****POWELL'S
BAZAAR****FANCY
GOODS****POWELL'S
ALEXANDRA
BUILDINGS.**

1100, 1111, 1122 December, 1907.

To Let.**TO LET.**

CROWSNEST, Barker Road; unfurnished or partly furnished.

Apply to—
C. L. GORHAM,
3, Pedder Street,
Hongkong, 2nd December, 1907. [1048]**TO LET**

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

A TOWERLEIGH, Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD, next to the Hongkong Hotel.

FLATS in MORATON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. [1020]**TO LET.**

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. [1010]**TO LET.**

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.
Apply to—
THE COMPRADORE DEPARTMENT,Jardine, Matheson & Co., Ltd., Connaught Road Central,
Hongkong, 2nd October, 1907. [940]**TO LET.**NO. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vœux Road,
Hongkong, 16th October, 1907. [912]**TO BE LET.**

SUITABLE OFFICES, in No. 2, PEDDER STREET. Two very spacious, bright, and airy Rooms. Rent moderate.

Apply to—
"V. Z."
G/o Hongkong Telegraph,
Hongkong, 4th December, 1907. [1060]**TO LET.**

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & CO., LTD.
Hongkong, 19th October, 1907. [933]**TO LET.**

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—
COMPRADORE,
Barretto & Co.,
Hongkong, 14th October, 1907. [665]**Intimations.**

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,000,000.)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWINS, TOMES & CO.,
General Managers.
Hongkong, 2nd December, 1907. [521]**COLD STORAGE.**

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1907. [1012]**A BROKEN-DOWN SYSTEM.**

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is a condition of the body, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost innumerable), it is a symptom much the same as the more common one of depression of spirits and want of energy for the ordinary work of life. Now, what is absolutely essential in such a case is to get the patient

VITAL STRENGTH & ENERGY, to throw off these morbid feelings, and to prove that as night succeeds the day, so may no doubt be secured by a course of**THE NEW FRENCH REMEDY**
THERAPION N.O. 3

than by any other known combination. Now, as it takes, in accordance with the printed directions accompanying it, will the shattered health be restored.

THE INSPIRING LAMP OF LIFE
LIGHTED UP AFRESH.

and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless.

This wonderful medicament is purely vegetable in origin, and is therefore entirely suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or debility, whose main features are those of depression, languor, and permanent benefit by this never-failing recuperative vesicle, which is designed to cast into circulation everything that had preceded it for the production of the disease.

THERAPION is sold by all Chemists throughout the world. Printed England and America. "THERAPION" appears on British Government Stamp in white letters on a red ground affixed to every pack, by order of H. M. King's Commissioners, and without it is a forgery.

Gold by all Chemists.

1020

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 4th June, 1907. [1010]

THE CHINESE AND THE PHILIPPINES.

FROM THE SMITHSONIAN INSTITUTION AT WASHINGTON.

1040 Chang-bo undertook a memorable

expedition, accompanied by a fleet of sixty-two

large ships carrying 27,800 soldiers; and on

his crusades, repeated several times in the

space of about thirty years, he visited a number

of countries in the Indian ocean as far as the

Arabian gulf, and obtained the nominal alle-

giance of their rulers.

Then Vasco de Gama had not yet navigated

around the Cape of Good Hope; no European

sail had yet been visible on the Pacific and

Indian oceans, of which the Chinese and the

Arabs were the unrestricted masters and the

only representatives of an immense trade. It

therefore seems, not impossible that in that

great age of maritime discoveries the enter-

prising emperor had set his eyes Philippine,

ward, and had won a temporary nominal suzerainty over the native tribes of Luzon."

SPANIARDS AND CHINESE.

Reference is made to a daring plan conceiv-

ed by the Spanish governor of the Philippines,

in the latter part of the sixteenth century, to

capture and govern the whole of China. An-

other governor, in 1593, by cruel treatment of

the Chinese in the island, brought on a revolt

which resulted in his assassination. To this

Spanish treatment Dr. Laufer partly attributes

the policy of the Chinese in the following cen-

turies to exclude, as far as possible, all for-

eigners from their shores. "Indeed, if we

would fully grasp the innermost causes of the

Boxer rebellion," he says, "we must go back

to the history of the relations of the Spaniards

to the Chinese in the Philippines."

Very early in the seventeenth century a his-

toric expedition in search of an island of gold

in the Philippine group, according to the Chi-

nese document, was mistaken by the Spaniards

and natives as an invasion of their territory.

In the resulting battles 25,000 were killed, and

the golden island was still unfound."

From the time of this disastrous expedition

to the present century the story is one of a con-

tinual series of massacres and resettlements.

Beginning after the first big massacre, the

later history is summarized by Dr. Laufer as

follows:

EXPLORATION OF CELESTIALS.

Nevertheless, the Chinese appeared again,

and their settlement was again tolerated. How-

ever great the hatred of the Spaniards and the

Filipinos toward them was, they were conscious

of the fact that without Chinese trade and

industry the Philippines could not exist. Since

the seventeenth century the Philippines have

been in decadence owing to the decline of

Spanish power. The consequence was that

Manila lost its attractions for the big Chinese

capitalists, who preferred to invest their money

in the flourishing Dutch colonies, and that after

the second half of the seventeenth and eight-

eenth centuries the Chinese immigrants came

from the lowest classes of the coast population

of Kwangtung and Fukien—poor devils,

whose capital was made up of diligence and

thrift only. In 1709 the Chinese were banished

from Manila under the pretext that they were

carrying off the public wealth; but they did not

hesitate to come back again. In the course of

the eighteenth century they settled down also in

the smaller places on the island of Luzon. In

1747 a royal order for their final expulsion arrived

from Madrid, the execution of which was sus-

pended. When the British, in 1762, captured

Manila and demanded the surrender of the

islands, the Chinese all joined the English. The

governor, Senor Andrade, gave the order, "All

Chinese on the island to be hanged!" which was, consciously carried into effect.

Many Chinese retreated with the English after

they had returned Manila to the Spaniards on

the conclusion of peace. Nevertheless the

Chinese district was populated again during

the next few years, though orders were issued

from Madrid not to tolerate any settlement of

Chinese in Manila. This, like all subsequent

ordinances of Spain, was entirely futile in

checking Chinese immigration, which contin-

ued, in fact, until the end of Spanish rule on

the islands."

To complete his study Dr. Laufer has

gathered together from Chinese sources much

material of interest to the student of the physical

man and his customs. He has also gathered

data concerning methods and articles of trade

between the Chinese and the Filipinos.

On each island lives a different tribe.

Each tribe consists of about 1,000 families.

As soon as a foreign ship comes in sight,

the natives approach it to barter. They live in

huts. As there are no springs in the mountains,

the women carry two or three jugs at the same

time on their heads, in which they fetch

water from the springs in the plains, and with

this load they ascend the

Intimation.

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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

BIRTHS.

On 9th Nov., at Wimbledon, wife of D. A. Bellisios, M.R.C.S., L.R.C.P., D.P.H. (London), daughter.

On 10th Oct., at Dunmow, wife of E. T. Bond, of Canton, daughter.

MARRIAGE.

On December 4, 1907, at Shanghai, RICHARD POLLAK to PAULA, second daughter of Mr. and Mrs. Carl Bloch.

DEATH.

On December 8, 1907, at Shanghai, HARRY WRIGHT, Chief Officer of the China Merchants' Steam Navigation Company's ship *Poohi*, from pneumonia, aged 60 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 12, 1907.

JAPAN'S FINANCES.

For a very considerable time, in fact since the conclusion of the Russo-Japanese War, those disinterested observers who have been giving attention to the financial status of the country have frequently wondered how Japan, prosperous and enterprising though her subjects may be, proposed to meet the voluntary burdens which she assumed in the shape of foreign loans. One after another, these loans were floated in England, America and Germany; and many countries of wider area and resources but smaller influence and initiative must have gnashed their teeth in envy at what seemed to be the stupendous good fortune which attended Japan in everything she undertook. So far as it went, the success of Japan in securing ready money to proceed anew with the industrial projects which had been dislocated by the requirements of the war, was extremely satisfactory; but, of course, there was another side to the shield. To begin with, it must be remembered that Japan abandoned a costly and, if we eliminate Korea from the list of prizes secured, a comparatively uneventful clash of arms, without having even the satisfaction of receiving an indemnity. No doubt it was very magnanimous on the part of the Mikado's representatives to waive the question of an indemnity in view of the rate which Japan had attained among the Powers in consequence of her striking strength on the field, but whether it was honest is open to discussion. With an exchange reported through the demands of the Army and Navy, with her industries and agricultural products paraded and broken or

account of the lack of labour with her overseas trade at a standstill for want of boats or funds, Japan had naturally to seek outside aid to reconstitute her internal affairs. Unfortunately, a portion of the Japanese, who still retained some liquid capital in their possession seemed to believe that there was some maxim to the effect that a people fortunate in war are always and necessarily fortunate in business, and for a time there was a wild rush to speculate in the flotation of bubble concerns which never had the smallest prospect of success. Commercial undertakings in the same way of business proposed amalgamation, the Government promised subsidies in all directions—the money having been obtained from the European and American Exchanges and so far as Japan was concerned the millennium seemed to be at hand. The shipping companies of Dai Nippon were to swamp the oil-established lines on the Yangtze, on the China coast and, in fact, Japan was to be recognised as the commercial Mistress of the Seas in the Far East. The minor banks were as eager speculators as the veriest tyros in the street, and some of them financed phantasmal figures of the company promoter's imagination with an enthusiasm which brought about their own inevitable undoing. When the bubble burst, as it did in the end of last year, there was scarcely a bank in the country which did not stand face to face with gaunt dissolution, and those which survived did so only through the help of the Bank of Japan. All this meant a dreary outlook for the Imperial Treasury, because already the land was taxed to the utmost limit of its capacity. It was all very simple to impose additional taxes on the farmers, increase the cost of the articles manufactured under the monopolistic system of the Government, augment the duties on foreign products, and so forth, but, if people could not pay those extra expenses then the Government might just as well have served an attachment on the moon. But at this juncture, when it might have been considered that the Japanese Government would have adopted a policy of retrenchment and reform, the actual policy in favour seems to be one of naval and military expansion, a fact which is viewed with alarm by all who have interests in Japan. It was not to be expected that the bankers of Japan would allow their apprehensions to run away with their good sense, but, at the same time, some pregnant remarks on this subject were made by various speakers at a meeting of the Tokyo Bankers' Club the other day. From a report which appears in the *Japan Chronicle* we gather that Baron Shibasaki clearly indicated in cautious language that it was the military programme which overweighted the national finances. Mr. Suyeda, who had the management of the Manchurian loan in hand, told of the difficulty he had in explaining to British financiers why Japan was expanding her army and navy at the close of a war which, it was asserted, had secured peace to the Far East for many years. "To us," says our contemporary editorially, "it is surprising that the financial advisers of Japan have been so long in speaking out. The late war increased Japan's national debt from 5,126,217 million yen, or, to put it in another way, a debt which amounted to Y11,27 per head was increased to Y45 or per head. Notwithstanding this enormous additional burden, and despite the claim that the war had brought peace to the Orient, the Government has since doubled its expenditure on the army and navy. In the financial year 1903-4 the expenditure on the army, with a war in prospect, was only Y40,800,000; for the present financial year it is Y111,000,000. In 1903-4 the expenditure on the navy was Y35,600,000; for this year it is more than Y82,000,000. How is it possible for Japan to stand this heavy drain upon her resources without becoming financially embarrassed? More than 87 millions out of 412 millions which forms the ordinary expenditure of the country is spent for military or naval purposes, while the annual debt charge alone reaches a total of 166 millions. Of the extraordinary budget no less than 207 millions out of a total of 294 millions is devoted to military or naval objects." It might almost be thought that in their desire to secure naval and military predominance the Japanese had lost all sense of the fitness of things. From these figures it would seem as if Japan had gone insane on the question of armaments, and the world of such insanity is that when the people begin to clamour about the taxes their attention is liable to be distracted by the discovery of some national peril which may easily mean war with another Power. Even Mr. Suyeda felt it his duty to condemn this frantic endeavour on the part of the Government to disregard the condition of the mass of the people and the interests of huge *Dzinsangkis* for the Navy and the establishment of an enormous standing army. Foreign capitalists, he said, recommended that the issue of more Government bonds should be postponed. There might be no subscribers for such bonds; but the right he demanded for debentures of business companies, and it was not improbable that foreign capitalists would be inclined to invest their money in Japanese industrial undertakings. These foreigners further claimed

"The P. and O. *Empress Mongolia*, which sailed from London on 8th Oct., took the following species:—For Singapore, £50,000 in bar silver; for Hongkong, £63,000 in bar silver; for Shanghai, £55,000 in bar silver.

\$100 damages was awarded Young Yen, the barber, who brought action at the Supreme Court yesterday afternoon, against his partner, Mr. Moey, to recover \$100 as compensation for wrongfully causing his arrest and filed imprisonment in November last.

At 9 o'clock this evening, at the Union Church Literary Club, Mr. J. Dyer Ball will deliver a lecture entitled "Mountain, plain and pasture then and now," being a description of the changes that have taken place in the history of China during the last 50 years.

It is now asserted that the negotiations between the Japanese Government and Mr. Lemire, the Canadian representative of your Lordship, in the last conference, Japan having recognised, but without committing herself to writing, the inadvisability of sending out unhealthy emigrants.

CHIU FAN, the driver of one of those unglamorous gharrys which are to be seen almost daily outside the Central Market, was prosecuted at the Police Court, this morning, by Mak See, the wife of a cook at Kennedy's Stable, for negligently driving the charabanc along Queen's Road Central yesterday afternoon and injuring one of her toes with the front wheel. She secured \$50 compensation.

TRING War Office has its eye on the Colonial corps. The West Indian Battalion Royal Artillery, and the Ceylon-Mauritius Battalion Royal Artillery, have been disbanded, so has the Chinese Regiment, the Malta Militia, is threatened by reduction, if not extinction, and it is not improbable that the short-sighted policy which the present Administration of "economy with efficiency" (save the mark) is pursuing will lead to tampering with the Hongkong-Singapore Battalion.

On the 14th ult., at Holy Trinity, Brompton, the marriage took place of Mr. T. Guy Page, Scots Guards, and Miss Bettina Des Voeux, daughter of Sir William Des Voeux, late Governor of Hongkong. The bride was given away by her father. There were ten bridesmaids. The bridegroom gave the bride bouquets and violet enamel brooches, set with diamonds. After the reception at 35, Cadogan-square, the bride and bridegroom left for the Continent.

We regret to have to announce the death of Mr. Frederick Ringer, head of the well-known firm of Holmes, Ringer & Co. of Nagasaki, news having been received in Kobe on 30th ult. that Mr. Ringer expired at Norwich, England, at 9 a.m. on Friday (29th inst.). There were few foreign undertakings in Nagasaki in which Mr. Ringer had not an interest, and he was one of the best-known residents in Japan. He took a trip to England last autumn, and at that time his health, despite his advancing age, gave no cause for anxiety. Much sympathy will be extended to Mr. Ringer and the other relatives in their bereavement.—*Japan Chronicle*.

A RUMOUR is current in Vladivostok that the Russian Legation at Tokio will shortly be raised to an Embassy. Mr. Bikhnevitch, the present Russian Minister, it is said, will become the first ambassador, but will be immediately removed to another post; and according to what is reported, his place will be taken by Mr. Shipoff, at present staying in Japan.

In consequence of the discovery at Vladivostok of two cases of revolutionary papers on board the steamer *Mongoli* of the Volunteer Fleet from Nagasaki, one passenger suspected of revolutionary tendencies and a few subordinate officers have been arrested. The captain and superior officers are taking over their subordinates' duties.

THE net profit of the Amagasaki Cotton Spinning Company for last half-year amounts to Y500,000 in round figures. Of this sum Y500,000 has been placed to reserve for the depreciation of the value of machinery and buildings, while Y37,000 will be absorbed in a dividend at the rate of 5 per cent. per annum, the surplus being carried forward.

CHRISTMAS is coming and the lower class Chinese are not content unless they are in possession of a European calendar, which is mostly used for decorative purposes. This artistic taste of Chan U, a picture hawker, Sat, at the Police Court, this morning. He was found in possession of four to 8 calendars yesterday, and his failure to explain to Detective Sergeant Watt how they came into his possession resulted in his arrest and conviction.

A FORECAST of the diplomatic changes impending in Japan indicates that Baron Chihaya, Vice-Minister for Foreign Affairs, is to succeed Baron Takahira, as Ambassador to Rome, while Baron Hayashi, Japanese Minister in Peking becomes Vice-Minister for Foreign Affairs. He will be succeeded at Peking by Councillor Iijima, of the Embassy in London, who was formerly Japanese Consul-General in Tianjin. Mr. Ijima, Chief Secretary of the Privy Council and Japanese Representative at the Hague Conference, becomes an Ambassador and succeeds Mr. Inouye at Berlin.

As the result of the sale of work held in St. Andrew's Hall, yesterday under the auspices of the Atelie de la Vieille France, the funds at the service of that institution for the maintenance and education of Chinese orphans have been augmented by something over \$1,000. We are desirous by the Mother Superior to convey our thanks to all who contributed to the success of the undertaking. To the ladies who acted as stall holders to the fair, to the "Friend" Restaurant, to the "Star" Tea-Company for granting the band free-quarters, and to those who may be omitted but rendered

KOWLOON-CANTON RAILWAY SURF.**ACTION AT THE SUPREME COURT.**

At the Supreme Court, this morning, before Mr. Justice Wise, a contractor named Wong Tsui Fook, trading as the Wah Fung firm, of 256 Queen's Road West, brought action against Mr. G. W. Evans, as resident engineer of the Kowloon-Canton Railway, and Chung King Tong, a contractor, to recover the sum of \$60 due under a contract.

Mr. Otto Kong Sing appeared for the plaintiff.

Mr. F. B. L. Bowley (Crown Solicitor); Messrs. Dennis and Bowley represented Mr. Evans; and Mr. E. X. d'Almada e Castro for Chung King Tong.

His Lordship—I see you have paid some money into Court?

Mr. Bowley—Yes, your Lordship.

Mr. Otto Kong Sing—I am for the plaintiff. Mr. Wong Tsui Fook, trading as the Wah Fung firm, of 256 Queen's Road West, brought action against the third defendant (Chung King Tong) to recover a certain sum which the third defendant had received from the Railway Company under contract. After the case had been decided, Mr. Kong Sing wrote to the Railway Company informing them of the judgment and requesting them to pay no more money to Chung King Tong. The reply he got to his letter—which he produced—was that they knew nothing of the matter. Some time after the writ was issued.

His Lordship—You mean this?

Mr. Kong Sing—Yes. Proceeding, he said that at the time the Railway Company must have known that money was due and owing to the plaintiff, but they did not pay until a writ had been served on the third defendant. He submitted that no mistake had been made in joining the two defendants together, and asked for costs.

At this point Mr. d'Almada stated that he had just been served, with particulars, and he applied for an adjournment to look into the matter.

Mr. Bowley stated that the claim was under a contract signed by the plaintiff and the Railway Company, the former undertaking to make bricks at a certain price. When the writ was served all monies under the contract had been paid; but it was not until yesterday that the real position became known. Mr. d'Almada's client (Chung King Tong) had, in the meantime, done other work for the Railway Company, such as carrying bricks.

His Lordship—Carrying bricks? That was not stated in the contract.

Mr. Bowley stated that no reference was made in the contract as regards carrying bricks. This work was outside the contract. It was also discovered yesterday that \$230 was still due to the plaintiff for extra work done and immediately this was known the money was paid into Court. With regard to the adjournment applied for by Mr. d'Almada, Mr. Bowley objected to any such procedure, holding that the railway men had covered long distances and had been put to much inconvenience in order to get to Hongkong. If an adjournment was needed he asked that their evidence be taken to-day.

His Lordship—I don't think they are required here. If they are I will adjourn the case for a long period in order to give them plenty of time to get here. (To Mr. d'Almada) Do you want any of the witnesses?

Mr. d'Almada—I might want one to prove that the money is Court-belonging to my client and not to the Wah Fung.

Mr. Otto Kong Sing—As the case stands at present I would like leave to take the money out of Court.

Mr. d'Almada objected.

His Lordship—I am not making any further orders. The money is safe and nice where it is.

The case was then adjourned.

"HONGKONG IN DANGER!"**WILD THREATS OF A WILD YOUTH.**

A young man describing himself as a tourist residing at the King Edward Hotel, and a "gentleman" by profession, together with an other gay young spark, who was wife, enough to keep within bounds of the law, made their home in the Central district last night. Being newcomers, they decided yesterday to "do" the moonlight—fortifying themselves, of course, after the usual fashion. That they did both, especially the fortifying, exceedingly well, will be seen from their action, which were somewhat uncommon. In the course of their wanderings both men arrived in Hollywood Road just as the clocks were striking eleven. They apparently had lost their way, and, after looking in vain for an outlet to take them back to Queen's Road, the young man charged in Court climbed up an electric light post to take his bearings. As he did so, he was discovered by a Chinese detective who was on the watch.

Do you know whom you have arrested?

He asked the inspector, in no quiet tone when he entered the charge room.

The officer confessed his ignorance.

"You have me, do you know, a man who is known throughout England, and a man I tell you who I am you would be afraid of. Do you hear me? A man who can buy Hongkong and lose it—a man who will have the whole police force sacked in the morning. Isn't that sufficient?" And as for your being arrested, he added, referring to an artist in decorative language: "If you had only known whom you had laid hands on this night, you wouldn't have dared to look on the same street, I was in, and perhaps you would have saved your job."

Do you know whom you have arrested?

The Silk ex-Boston S. S. *Cambria* arrived at New York on 4th Inst.

The P. & S. S. C. *Alameda* arrived at Yokohama on 11th Inst., from Portland.

The Mogul line S. S. *Lioness* sailed from Singapore on 11th Inst., and may be expected here on 18th Inst.

The Imperial German Mail S. S. *Meissen* arrived at Nagasaki on 10th Inst., and will arrive at New York on 18th Inst.

The Apia Co.'s *Glorious* departed Yokohama, Keppel and Mol, 16th Inst.

The C. P. R. Co.'s *Empress of India* arrived at Nagasaki on 10th Inst., and will arrive at New York on 18th Inst.

CHINESE POLICE.**"HONGKONG TELEGRAPH" SERVICE.****WEST RIVER PATROL SERVICE.****AMICABLE SETTLEMENT IN SIGHT.****JOINT BRITISH AND CHINESE POLICING ARRANGEMENTS.**

[From Our Own Correspondent.]

Shameen, 12th December.

2.55 p.m.

Information has been received to the effect that the Minister for Great Britain at Peking, Sir John Jordan, has consented that the patrol service of the West River shall be controlled under joint arrangements to be concluded between His Excellency the Viceroy and His Excellency Admiral Sir Arthur W. Moore.

[N. C. D. News.]

The Recall of Viscount Aoki.**UNAUTHORIZED PLEDGES.**

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

KWANGSI BANDITS
DEFEATED.GAINT FIGHTING OF IMPERIAL
TROOPS.

THREE FORTRESSES RE-TAKEN.

(From Our Own Correspondent.)

Shameen, 11th December,
8.15 p.m.

Three of the four fortresses at Chun Nau-kwan, which were captured by the Kwangsi bandits some days ago, have last been re-taken by the Government troops under Colonel Luk.

The fortresses were stormed with great gallantry by the Imperial forces, against a desperate resistance which was offered by the bandits.

After two days' and nights' hard fighting, in the course of which severe losses were experienced on both sides, the brigands were completely overpowered, and surrendered on the 8th inst.

The number of the casualties has not yet been ascertained.

(Reader's.)

The Commander-in-Chief, China.
London, 10th December.

Rear-Admiral Hon. Sir Hedworth Lampson, C.B., K.C.V.O., has been appointed Commander-in-Chief on the China Station.

The Fifth Lancers.

The decision of the Army Council finds Major A. V. L. Wood, I.S.O., by 19 to be inefficient as a regimental officer, and his retention in the service not in the interests of the Army.

The reports of his superiors are unbiased though abrupt, and in some instances unnecessarily strongly worded.

Later.

Railway Appointment.
Mr. Steel, of the Caledonian Railway Company, has been appointed Assistant Traffic Manager of the Imperial Railways in China.

The P. and O. Meeting.

At the meeting of the Peninsular and Oriental Steam Navigation Company, Sir Thomas Sutherland said that the whole of the Company's inter-colonial trade between Bombay and Japan, had, for the present, been wiped out by Japanese competitors. He imagined that the Japanese companies were being forced by the Government to increase their sailings from Bombay, and was of the opinion that the present increase in competition was hardly fair in view of the fact that, during the war, the P. and O. Company carried the whole of that trade for the benefit of Japanese manufacturing interests. Seemingly the soul of the people which had lain dormant for centuries had suddenly awakened into almost supernatural activity.

COOLIE'S MAD ACCIDENT.
His Folly Cost him a Leg.

A most unfortunate accident occurred on the Hongkong, Canton and Macao Steamboat Company's wharf at two o'clock yesterday afternoon, as the result of which a coolie, whose name was not obtained by the police, owing to the fact that he was removed to hospital by his friends, lost a leg. According to the story related by eye-witnesses to Inspector Warnock, it would appear that about 2.40 o'clock yesterday afternoon the steamer *Falsan* reached port from Canton. As he was making fast to the wharf a number of coolies, as usual, in their hurry to get on board before the ship was made fast, jumped aboard and landed safely on the lower deck. One coolie, was not so successful. He jumped but only one leg reached the deck, the other—right side, got caught between the wharf and the still moving vessel and was cut clean off as far as the top of the calf. His friends on the wharf realising the coolie's excruciating agony brought him ashore, but by this time he was in an unconscious condition. He was removed to the Tung Wah Hospital for treatment.

**COMMERCIAL PREDOMINANCE
IN THE FAR EAST.**

SOME STARTLING FIGURES ABOUT HONGKONG.

The *Peninsular West Indian Gazette* publishes some remarkable statistics showing how German trade is extending in all directions in the Far East.

This is particularly the case in Hongkong, where 170 leading commercial positions are held by Germans. Five out of the ten directors of the Hongkong and Shanghai Banking Corporation, including the president, are Germans, and thirty German firms have formed a co-operative alliance. The business done by these firms exceeds that done by all the British firms in Hongkong.

WEST RIVER PATROL.

COMMODORE LI AND BRITISH
COMMANDER TO CONFER.

ANOTHER JUNK PIANTED.

(From Our Own Correspondent.)

Canton, 11th December.

This morning, Comm'mr Li Chuo will receive the Commander of H. M. S. "Cadmus" and confer with him on matters pertaining to the West River patrol service.

ANOTHER MEETING.

The Self-government League, seeing that up to the present there are no signs of the British Flotilla leaving the waters of the West River, has issued a circular calling a meeting for the 13th instant, to discuss matters in connection with proposed further protest to the authorities.

A CHINAMAN'S SUGGESTIONS.

A Mr. To has suggested in a letter to the Press to take active step immediately. It is necessary, he contended, for the people of the two Kwang provinces, to be united in strength, and to purchase, by funds raised among themselves, five patrol cruisers, with a speed of eighteen knots and well furnished with seamen and ammunition. They, curiously, he suggests, should be stationed at allotted sections along the river, and should continually cruise both by day and night. In this way it is expected that in cases of piracy or robbery the launches will always be ready to pursue the marauders. Funds for the purpose should be raised by merchants and others, and a certain sum of money should be appropriated annually from the Customs and the Likin revenues to maintain these cruisers. If above suggestions be carried out with success, the writer observes, the West River mercantile launches will be left in a peaceful state and foreigners will have no further cause for interfering with the internal government of the province.

JUNK PIANTED.

A junk (owner named) Lum Sun-man, has informed the Magistrate of Nanchow, that his junk was pirated, on the 8th instant, whilst passing a place called Wangsha, in the district of Nanchow; by pirates who boarded the junk as passengers; besides others who arrived by land by pre-arrangement. All goods and cargo carried by the junk were taken away.

CHINISH PROCESSION.

THE STATEMENT OF ACCOUNTS.

The following are the accounts in connection with the recent Chinish processions in Hongkong:—

Chinese Procession (Committee Section).

To Subscription \$29,354.95

Premium on Bank notes 32.75

Interest 28.00

\$29,416.69

By Expenses \$16,706.59

Subscription Alice Memorial Hos-

pital 4,023.00

Subscription Ya Mi Ti Hospital 4,900.00

Public Dispensaries 473.10

\$19,416.69

HO KOM TONG,
Hon. Treasurer.

A UNIQ IN VOYAGE.

DISABLED "NORRONA" TO LED TO SHANGAI.

The N. C. D. *News* of the 7th inst. says:—The Shanghai Ting and Lighter Company's tug *Victoria* returned here yesterday afternoon after a unique voyage to Vladivostok. The *Victoria*, under the command of Mr. B. Finch, the company's superintendent, left Shanghai on the afternoon of the 16th ultimo. Captain Olivo, of the *Alexandra*, was also on board. A strong northerly gale was experienced during the voyage to Nagasaki. There the *Victoria* remained for two days, leaving for Vladivostok on November 21. She made Askold Island in a north-westerly gale and snowstorm on November 21, and entered Vladivostok the following day. The *Norrona*, a vessel of about 1,800 tons net, originally a Norwegian vessel, but now under Korean flag, was awaiting her arrival. The *Norrona* went ashore about three months ago six miles north of Vladivostok. It was fourteen days before she was refloated, with a broken stem-post, no rudder, and only one blade of her propeller left. After a stay of two days at Vladivostok the *Victoria* with the *Norrona* in tow left for Shanghai, at noon on November 26. One hundred fathoms of ten-inch hawser, and twenty fathoms of the *Norrona*'s anchor chain were used for towing her. The *Victoria* and her tow put into Fusan, owing to a strong northerly gale and want of coal, at 9.30 p.m. on the 25th ultimo. For twelve hours during the voyage between Vladivostok and Fusan those on board the *Victoria* were unable to see the *Norrona*, owing to a snowstorm, and communication was kept up by whistle. Leaving Fusan on the 1st instant the *Victoria* headed straight for Shanghai, arriving outside the Bell Buoy at noon on the 4th. Here an unfortunate accident happened, while the *Norrona* was coming to anchor. The tow rope fouled the *Victoria*'s propeller, and Mr. Finch had to dive in the icy cold water to cut it loose. The *Norrona* was brought up in or by the *Victoria* and the *Samson* yesterday, was towed up to the upper limits and then turned round and laid alongside Tungkakau wharf at 5 p.m. The *Victoria*'s best day's run, with her tow was 8½ miles; some days owing to the bad weather only 1½ miles were made. We believe this is the longest and most difficult ever undertaken by a local tug-boat company, and the owners, and those in charge of the *Victoria*, deserve every credit for the successful accomplishment of the long and

DEATH OF MR. PLOUDNES.

A WELL-KNOWN KOBE RESIDENT.

The *Japan Chronicle*, of 3rd inst., says:—The death occurred early yesterday morning, at his residence, 79 Kianochō, 8-chōme, Kobe, of Mr. C. J. W. Ploudnes, popularly known as Mr. Ploudnes, from heart disease, at the advanced age of 81 years. Mr. Ploudnes had suffered from chronic asthma, and had been illing more or less for the past two years, but recently, as last week he was seen down in the Settlement. A few days ago, however, his health became worse, and he gradually sank, expiring at 1.30 a.m. yesterday morning. We understand that arrangements for the funeral are not yet completed, but the remains will in accordance with the wish of the deceased be cremated.

Mr. Ploudnes was born at New Ross, County Wexford, Ireland, in 1816, and went to sea at an early age. From 1842 to 1859 he was on a British man-of-war in Australian waters, after which he served some time under the Siamese flag. In 1863 he came to Japan, and was engaged as military instructor to the Wakayama clan. From the following year to 1866 he was employed at the British Consulate at Nagasaki, afterwards going to the British legation at Tokio, where Sir Henry Parkes was then Minister. Later on Mr. Ploudnes became connected with the Japan Mail Steamship Company, and was superintendent of the mail and transport service. He then went back to England, where he obtained a subordinate position at the Admiralty Office in London, and engaged in lecturing on Japan also on political topics. Returning after some time to Japan, he resided in Kyoto for some time, where he entered a monasteries and was induced into the priesthood. About ten years ago Mr. Ploudnes came to Kobe, and had resided here ever since, being an unfailing attendant at public meetings, and appearing at many public functions, as possible. He has frequently been engaged as interpreter at the Courts, more particularly in marine cases. Mr. Ploudnes has written many articles and pamphlets, and read Japanese with considerable ease. From his long residence in Japan and his wide reading he had an excellent knowledge of the country, but he was without the power of clear exposition, and it is to be feared that the knowledge which he so painlessly acquired dies with him. So far as we are aware, Mr. Ploudnes had no close relatives, and lived quite alone. His death removes one more link of the present generation with the "early days."

A CHINAMAN'S SUGGESTIONS.

A Mr. To has suggested in a letter to the Press to take active step immediately. It is necessary, he contended, for the people of the two Kwang provinces, to be united in strength, and to purchase, by funds raised among themselves, five patrol cruisers, with a speed of eighteen knots and well furnished with seamen and ammunition. They, curiously, he suggests, should be stationed at allotted sections along the river, and should continually cruise both by day and night. In this way it is expected that in cases of piracy or robbery the launches will always be ready to pursue the marauders. Funds for the purpose should be raised by merchants and others, and a certain sum of money should be appropriated annually from the Customs and the Likin revenues to maintain these cruisers. If above suggestions be carried out with success, the writer observes, the West River mercantile launches will be left in a peaceful state and foreigners will have no further cause for interfering with the internal government of the province.

ANOTHER MEETING.

The Self-government League, seeing that up to the present there are no signs of the British Flotilla leaving the waters of the West River, has issued a circular calling a meeting for the 13th instant, to discuss matters in connection with proposed further protest to the authorities.

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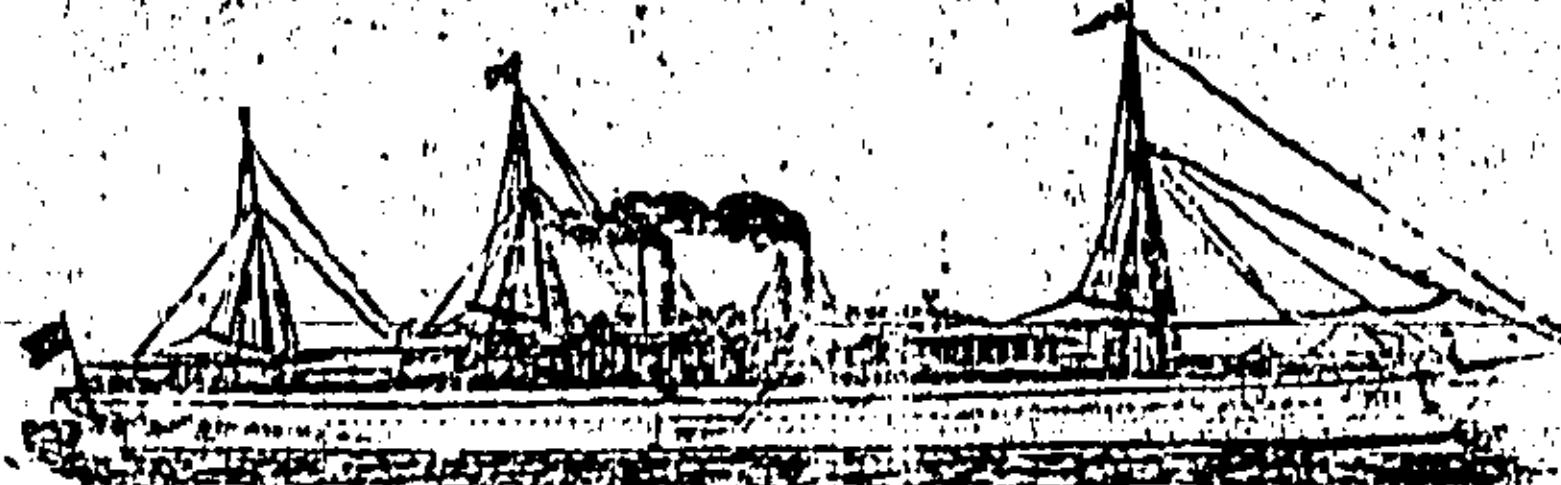
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.
The only Line that Maintains a Regular Schedule Service, of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCUVER. 18 Days HONGKONG to VANCUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. TONS. LEAVE HONGKONG ARRIVE VANCUVER
"EMPEROR OF CHINA" 6,000 THURSDAY, Dec. 19th Jan. 6th
"EMPEROR OF INDIA" 6,000 THURSDAY, Jan. 16th Feb. 3rd
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 25 days from HONGKONG.
Hongkong to London, 1st Class via St. Lawrence River Liners or New York £71.10.
Hongkong to London, Intermediate on Steamer, and 1st Class on Railways, via New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carries "intermediate" passengers only, at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan's Government.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 10th October, 1907. Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For:	Steamship	Od
SHANGHAI	HANGSANG	FRIDAY, 13th Dec. 4 P.M.
MANILA	WAHSIANG	FRIDAY, 13th Dec. 4 P.M.
SHANGHAI	WAHSING	FRIDAY, 13th Dec. 4 P.M.
SINGAPORE, SAMARANG and	ONSANG	SATURDAY, 14th Dec. 5 P.M.
SOURABAYA	LOONGSANG	FRIDAY, 20th Dec. 4 P.M.
MANILA		

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore, 1st Class	Single	Rounds
Penang	55	110
Calcutta	85	130
	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

! Taking Cargo on through Bills of Lading in Chefoo, Tientsin, via Ching-Wan-Tau, and Yangtze Port.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 10th December, 1907.

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CHINA NAVIGATION CO., LIMITED.

FOR SAILING.

MANILA, ZAMBOANGA & COLONIES	TS. NAX	13th Dec. 4 P.M.
CEBU & ILOILO	KAITONG	13th "
SWATOW & SHANGHAI	XIUKIANG	14th "
MANILA	TEAN	17th "
SHANGHAI	SHAOHSING	21st "
HOIHOW & HAIPHONG	SINGAN	22nd " daylight
MANILA	TAMING	24th "
SHANGHAI	YOUHOW	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th December, 1907.

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons.	Captain	For	Sailing Date
ZAFIRO	1,540	R. Rodger	MANILA	SATURDAY, 14th Dec. 1907.
RUHL	1,540	Almond	"	SATURDAY, 21st Dec. 1907.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th December, 1907.

[8]

HONGKONG NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

To sail

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

Hongkong, 10th December, 1907.

[9]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

167 Ocean Steamer

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewards etc carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG

NEXT SAILINGS FROM HONGKONG.

Outward.

HABSBURG 21st Dec. SCANDIA 8th Jan. 1908

RHENANIA 21st Jan. 1908 HABSBURG 9th Jan. 1908

HOHENSTAUFEN 22nd Feb. 1908 RHENANIA 26th Feb. 1908

Hongkong, 28th November, 1907.

Homeward.

SCANDIA 8th Jan. 1908 HAMBURG-AMERIKA LINIE

VANDALIA

Captain Vahsen having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th December, 1907.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

ARRA OON APCAR,

Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 13th inst., at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LAPROCK & CO., General Managers.

Hongkong, 12th December, 1907.

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TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG, CALLAO

AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons. To sail

KATHERINE PARK # 6,000 TUESDAY, 24th inst., Noon.

KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, York Building.

Hongkong, 10th December, 1907.

[106]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

[106]

GREEN ISLAND CEMENT COMPANY, LIMITED.

FRESH SUPPLIES ALWAYS KEPT IN STOCK

BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

[106]

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANT AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to BODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 12th December, 1907.

[106]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Yards in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market opposite the old Harbour Office.

YUEN ON S.S. CO., LTD., and SHU ON S.S. CO., LTD., No. 8 Queen's Road West, Hongkong, 3rd July, 1907.

[106]

SOLD BY ALL CARRIERS.

[106]

Consignees.

NOTICE TO CONSIGNEE.

THE P. & D. S. N. CO. Steamer

"NILE"

FROM ANTWERP, LONDON, MALT,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained at noon, as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be affected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Godowns' representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

